

TWENTY-FIFTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

ALBEMARLE & CHESAPEAKE CANAL CO.

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1880.

NORFOLK, VA.:

PRINTED AT THE LANMARK STEAM BOOK AND JOB OFFICE

1880.

INLAND NAVIGATION.

THE

ALBEMARLE AND CHESAPEAKE CANAL,

TOGETHER WITH THE

Chesapeake & Delaware Canal and Delaware & Raritan Canal,

FORM THE GREAT INLAND NAVIGATION FROM

NEW YORK, PHILADELPHIA & BALTIMORE

TO

NORTH CAROLINA AND THE SOUTH,

BY CANALS AND INLAND NAVIGATION FOR STEAM-
BOATS, SAILING VESSELS, RAFTS, &c., AVOIDING THE
DANGERS OF HATTERAS AND THE COAST OF NORTH
CAROLINA—SAVING TIME AND INSURANCE.

DIMENSIONS OF CANALS AND LOCKS.

	Canals.	Locks.			
		Miles.	Length. feet.	Width. feet.	Depth. feet.
ALBEMARLE AND CHESAPEAKE CANAL,	— —	*14	220	40	7
CHESAPEAKE AND DELAWARE CANAL,	— —	14	220	24	9
DELAWARE AND RARITAN CANAL,	— — —	43	220	24	7
ERIE, OF NEW YORK,	— — — —	345	110	18	7

*And thirty miles slack water.

Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies take this route.

Steam tug-boats leave Norfolk, towing sail vessels, barges, rafts, &c., to and from North Carolina to Baltimore, Philadelphia and New York.

Freight steamers leave Norfolk for the following places: Edenton, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Palmyra, Scotland Neck, Halifax, Weldon, Columbia, Fairfield, Windsor, Winton, Gatesville, Murfreesboro, Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greensville, Tarboro, Indiantown, Bay River and Newbern.

And the following rivers and sounds: North Landing, North Pasquotank, Little Perquimans, Cashie, Yeopin, Chowan, Nottoway, Meherrin, Blackwater, Northwest, Indian, Roanoke, Scuppernong, Alligator, Pamlico, Neuse, Tar, Pungo and Bay Rivers, Pamlico, Albemarle, Roanoke and Currituck Sounds.

For rates of tolls, towing, maps and charts, &c., apply to

H. V. LESLIE, Treasurer C. & D. CANAL CO.,

528 Walnut Street, Philadelphia.

Or to

MARSHALL PARKS,

President Albemarle and Chesapeake Canal Co., Norfolk, Va.

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CP 386.1
R 32P

List of Officers.

PRESIDENT :

MARSHALL PARKS.

SECRETARY AND TREASURER :

B. F. TEBAULT.

AUDITOR :

A. C. POWELL.

COLLECTOR :

ISAAC H. PARKER.

REPORT.

To the Stockholders of the Albemarle and Chesapeake Canal Company:

This, the Twenty-fifth Annual Report, marks an era in the history of the Company. More than a quarter of a century has elapsed since its organization. Its projectors had greater difficulties to encounter than usually befall works of its kind in this country. A canal—the *Dismal Swamp*—uniting the same waters existed, four-fifths of its stock owned by the State of Virginia and the United States Government, and it had received for nearly a century their fostering aid. To construct a work of such magnitude as to rival it, seemed futile; yet the work was accomplished, and it stands to-day a monument to the fidelity and perseverance of its designers.

The Dismal Swamp Canal connects the waters of Elizabeth River near Norfolk with the Pasquotank River in North Carolina, and was originally designed to bring out the lumber of the Dismal Swamp. Its importance, however, was more particularly brought into notice during the war of 1812-'14, affording, as it did, a water communication for the transportation of military stores and products of the country free from the dangers of British cruisers during that period. Subsequently, Congress was induced to subscribe to its stock, and the Canal was enlarged to its present capacity.

The introduction of steam, the improvements in shipping, the construction of railroads, &c., diverted a great amount of its trade, and as its managers were adverse to the use of steam on their canal, the traffic did not increase as it was expected. Large granaries were erected at Plymouth, near the mouth of the Roanoke, and the merchants of Norfolk were fast losing the trade of the richest portion of North Carolina by its being diverted to New York via Ocracoke and Hatteras inlets. These inlets being south of Cape Hatteras, all vessels bound to the North, even if so fortunate as to get over the bars, were subject to the most dangerous promontory on the coast of America. There is no place of refuge for vessels between Hatteras Inlet and the Capes of Virginia, a distance of nearly 150 miles; and as these inlets are about 75 miles south of

Albemarle Sound, vessels bound to Northern ports had to perform a voyage of 150 miles to get at sea upon the same parallel with their starting point, besides lightering over the bars of an intricate channel, and encountering the dangers of Cape Hatteras, where there are undoubtedly more shipwrecks than upon any other part of the American coast.

The extra insurance upon Ocracoke and Hatteras risks amounted to *three per cent.* over and above ordinary rates. The amount annually lost in this trade, by reason of this extra insurance, lighterage and detention, was estimated at about half a million of dollars. These heavy burdens demanded a more suitable outlet, and efforts were made to induce the United States Government to re-open Roanoke Inlet, near Nag's Head. At this point, and also at another near Crow Island in Currituck Sound, where now lie high drifted banks of sand, were once navigable inlets, and it was thought by many that these could be re-opened.

Congress made an appropriation, and the *re-opening* of Roanoke Inlet was undertaken under the direction of the War Department. After *four-fifths* of the appropriation had been expended, there was "scarcely a trace to be seen of what had been done, the drifting sands filling in the trench as fast as it was excavated by the dredging machine. In fact the machine was very near being imbedded in the sand, it filled in so rapidly behind it."* Under these circumstances, the engineer in charge (Colonel Turnbull, U. S. Engineer,) pronounced the scheme impracticable and advised its abandonment. Colonel Turnbull further reported, as an additional reason for abandoning it, that the work was no longer desirable, as the *Albemarle and Chesapeake Canal would, when completed, "obviate all necessity of a communication with the sea through Nag's Head."*" Thus a work which, according to the estimate of the engineer would have cost the United States \$5,000,000, was abandoned.

INLAND NAVIGATION.

The importance of an inland navigation, free from the perils of the sea and secure from a foreign enemy, has engaged the attention of Congress.

* Report of Secretary of War for 1857, page 347.

From a report of the Secretary of the Treasury to Congress, 2d March, 1807, we copy the following:

“**GREAT CANALS ALONG THE ATLANTIC SEACOAST.**

“The map of the United States will show that they possess a tidewater *inland navigation* secure from storms and enemies, and which, from Massachusetts to the southern extremity of Georgia, is principally, if not solely, interrupted by four necks of land. These are the Isthmus of Barnstable ; that part of New Jersey which extends from the Raritan to the Delaware ; the peninsula between the Delaware and the Chesapeake ; and that low and marshy tract which divides the Chesapeake from Albemarle Sound. It is ascertained that a navigation for sea vessels, drawing eight feet of water, may be effected across the three last ; and a canal is also believed to be practicable, not perhaps across the Isthmus of Barnstable, but from the harbor of Boston to that of Rhode Island. The Massachusetts Canal would be about 26, the New Jersey about 28, and each of the two Southern about 22 miles in length, making altogether less than one hundred miles.

“Should this great work be accomplished, a sea vessel entering the first canal in the harbor of Boston, would, through the Bay of Rhode Island, Long Island Sound, and the harbor of New York, reach Brunswick on the Raritan ; thence pass through the second canal to Trenton, on the Delaware, down that river to Christiana or New Castle, and through the third canal to Elk River and the Chesapeake ; whence sailing down that bay and up Elizabeth River, it would, through the fourth canal, enter Albemarle Sound, and by Pamlico, Core and Bogue Sounds, reach Beaufort and Swansborough in North Carolina. From the last-mentioned place, the inland navigation through Stumpy and Toomer’s Sounds is continued with a diminished draft of water, and by cutting two low and narrow necks, not exceeding three miles together, to Cape Fear River ; and thence, by an open but short and direct run along the coast, is reached that chain of islands between which and the main land the inland navigation is continued to St. Mary’s River along the coast of South Carolina and Georgia. It is unnecessary to add any comments on the utility of the work, in peace or war, for the transportation of merchandise or the conveyance of persons.”

Congress, in 1878, made an appropriation of \$25,000 "for the purpose of having a complete survey and examination of all the water lines and routes leading, or that may lead from the harbor of Norfolk to the Atlantic Ocean south of Hatteras, including any communication that may be practicable with the Cape Fear River; and the said examination and survey embraced the line known as the *Dismal Swamp line*, and the line known as the *Albemarle and Chesapeake Canal line*, and all other routes and lines that were practicable in the waters of Eastern North Carolina connecting Norfolk harbor by inland navigation with the ocean south of Hatteras."

CONGRESSIONAL APPROPRIATIONS

FOR SOUNDS, RIVERS, &c., ON THE LINE OF AND CONNECTING OUR NAVIGATION.

Southern Branch Elizabeth River, Va.:

March 3, 1873.....	\$15,000
June 23, 1874.....	10,000
March 3, 1875.....	5,000
Aug. 14, 1876.....	5,000
June 18, 1878.....	5,000
	— \$40,000

North Landing River, Virginia and North Carolina:

March 3, 1879.....	\$25,000
June 14, 1880.....	15,000
	— 40,000

Currituck Sound and North River Bar, N. C.:

June 18, 1878.....	\$20,000
March 3, 1879.....	45,000
	— 45,000

Currituck Sound, Coinjock Bay and North River Bar, N. C.:

June 14, 1880.....	25,000
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Perquimans River, N. C.:

Aug. 14, 1876.....	2,500
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Scuppernong River, N. C.:

June 18, 1878.....	\$2,000
March 3, 1879.....	2,000
June 14, 1880.....	1,000
	— 5,000

Edenton Harbor, N. C.:

June 18, 1878.....	\$4,000
March 3, 1879.....	1,000
	— 5,000

Roanoke River, N. C.:

March 3, 1871.....	\$20,000
June 10, 1872.....	10,000
March 3, 1872.....	10,000
June 23, 1874.....	5,000
	— 45,000

Blackwater River, N. C.:

June 18, 1873.....	\$5,000
March 3, 1879.....	2,500
June 14, 1880.....	3,500
	— 11,000

Neuse River, N. C.:

June 18, 1878.....	\$40,000
March 3, 1879.....	45,000
June 14, 1880.....	45,000
	<u>120,000</u>

Trent River, N. C.:

March 3, 1879.....	\$7,000
June 14, 1880.....	10,000
	<u>17,000</u>

Pamlico and Tar Rivers, N. C.:

Aug. 14, 1876.....	\$15,000
March 3, 1879.....	3,000
June 14, 1880.....	9,000
	<u>27,000</u>
Total.....	\$392,500

For Beacon Lights, Currituck Sound:

June 18, 1878.....	20,000
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For Survey of Inland Water Routes:

June 18, 1878	25,000
Total.....	\$437,500

Estimates have been prepared by the Engineer in charge for such additional amounts as will be required to complete the works in hand. It is believed if Congress should make a liberal appropriation the coming session, all the works now in course of improvement will be completed during the ensuing year. Then our entire effort should be to extend the channel to the Cape Fear, and thence southward, connecting with the inland navigation to Florida.

UNITED STATES SURVEY, INLAND ROUTE.

This survey was made under the direction of Captain Charles B. Phillips, U. S. Engineer, and his report may be found in full in Senate Executive Document, Forty-sixth Congress, second session. He gives a very correct statement of the routes by the two canals, which are nearly the same in distance to a common point on Albemarle Sound.

By the Dismal Swamp Canal..... 72.84 miles.

By the Albemarle and Chesapeake Canal..... 72.71 miles.

We claim, however, a greater saving of time, inasmuch as our line of canal is 13.94 miles, and only one lock, whereas the Dismal Swamp has 29.11 miles of canal and 7 locks, which may, however, if improved, be reduced to four locks.

The following tabular statement will show the several divisions in each route, the length and rate of speed for each, and the time consumed in transit.

We have taken the case of a propeller-steamer, capable of making ten miles per hour on a straight course in open water, and determined its probable rate of speed for each division of either route.

VIA THE ALBEMARLE AND CHESAPEAKE CANAL ROUTE.

DIVISIONS.	DISTANCE IN MILES.	SPEED PER HOUR.	TIME IN HOURS.
Norfolk to A. & C. Canal Lock.....	11.97	10	1.20
Virginia Section Canal.....	8.44	4	2.11
North Landing River to Fereby's Island,	17.00	10	1.70
Fereby's Island to North Carolina Canal,	10.50	10	1.05
North Carolina Canal.....	5.50	4	1.38
Canal to North River Light.....	13.80	10	1.38
North River Light to common point.....	5.50	10	.55
	72.71 00.....		9.37
Delay at one lock.....			16
Equal 9 hours, 31 minutes.			9.53

VIA DISMAL SWAMP CANAL (*IMPROVED.*)

DIVISIONS.	DISTANCE IN MILES.	SPEED PER HOUR.	TIME IN HOURS.
Norfolk to Canal.....	5.45	10	0.55
Canal.....	29.11	4	7.28
Narrows of Pasquotank.....	6.00	6	1.00
To common point.....	32.28	10	3.22
	72.84.....		12.05
Delays at four locks.....			1.00
Equal 13 hours, 3 minutes.			13.05

COMPARATIVE ESTIMATE OF THE COST OF IMPROVING THE DISMAL SWAMP CANAL
AND ALBEMARLE AND CHESAPEAKE CANAL.

Extract from the Report of Capt. Charles B. Phillips, U. S. Engineer.

The canals to be enlarged to eighty feet on bottom and nine feet deep.

Estimated cost of improving the Dismal Swamp Canal.....	\$1,483,646 40
Do. Albemarle and Chesapeake Canal.....	509,701 85
	\$973,944 55

Since Capt. Phillips' Report was made, Congress has appropriated \$110,000 to continue the improvements of North Landing River, Currituck Sound and Coinjock Bay. Hence it will be seen that the route *via* Albemarle and Chesapeake Canal has been selected as the proper inland route to the South.

BUSINESS OF THE YEAR.

By reference to the tabular statements annexed, it will be perceived that the traffic shrough the canals has increased in many articles of commerce. Cotton, fish, naval stores, railroad ties, staves and shingles have somewhat decreased, while there has been a corresponding increase in bacon, wood, corn, peas, beans, rice, potatoes, juniper logs, peanuts, wheat, and very largely in lumber, which now foots up fifty-eight millions of feet, nearly twenty millions more than the previous year.

YEAR.	BALES COTTON.	FEET LUMBER.	SHINGLES.
1864.....	336	.....	.....
1865	2,710	116,070	1,912,000
1866.....	6,957	3,137,360	30,800,000
1867.....	16,057	6,442,166	27,682,717
1868.....	16,099	6,540,945	45,813,865
1869.....	7,626	10,197,419	44,185,268
1870.....	18,683	12,124,587	33,011,225
1871.....	28,248	12,799,180	48,540,625
1872	22,395	24,550,376	35,916,958
1873.....	32,109	33,788,789	30,766,373
1874.....	44,542	28,120,768	41,460,413
1875.....	47,754	27,008,580	31,519,508
1876.....	52,033	31,169,467	31,975,780
1877.....	63,475	31,589,516	31,823,525
1878.....	65,024	36,971,432	46,123,865
1879.....	81,791	39,624,269	39,585,751
1880.....	77,608	58,021,639	30,683,314

FAIRFIELD CANAL.

This Canal—four and a half miles in length—extends from the Alligator River to Mattimusket Lake in Hyde County, North Carolina. It was built by the “Fairfield Canal and Turnpike Company.” Capital *paid up*, \$50,000. One-half of its stock is held by the Albemarle and Chesapeake Canal Company. The Canal serves as a drain to the rich lands of that section, and affords a navigation for the transportation of the corn and other products of that region, celebrated for its rich lands and heavy grain crops.

The dredge Albemarle was sent over in June, and has been employed to this date in clearing out and otherwise improving the Canal. It is likely several years will elapse before more work will be required to be done on it.

Since the first September a *tri-weekly* mail has been established from Elizabeth City to Fairfield, which is run by a small steamboat chartered by the mail contractor for that purpose. A regular weekly line of steamers to Norfolk would tend to increase the traffic, and furnish to the people of that section the means of getting their products to market.

I would recommend that a suitable steamer be procured, and owned jointly by the citizens of Hyde and the two Canal Companies, and placed on the route, making weekly trips from Norfolk.

COUNTRY TRIBUTARY.

The construction of the Albemarle and Chesapeake Canal, from the waters of the Chesapeake Bay near Norfolk to Currituck and Albemarle Sounds, has opened up about 1,800 miles of navigation, embracing all the sounds and inland waters of Eastern North Carolina. Many of these sounds and rivers have for years been shut out from continuous navigation, and the benefits of their channel were lost to the country until the Canal was completed.

BONDED DEBT.

By authority of the stockholders, the Company has issued \$500,000 *seven per cent.* mortgage bonds. Four hundred thousand dollars of these bonds have been disposed of at *par*, and the proceeds used to retire the \$400,000 *seven per cent.* first mortgage bonds

maturing 1st July, 1879. The residue, \$100,000, are on hand, and will not be disposed of until the improvements contemplated by the Company require it.

Respectfully submitted,

MARSHALL PARKS, *President.*

GENERAL STATEMENT OF CASH.

(DETAILS IN QUARTERLY ACCOUNTS.)

Receipts and Disbursements of the Albemarle and Chesapeake Canal Company, for the fiscal year ending Sept 30, 1880.

		DISBURSEMENTS.
RECEIPTS.		
Balance as per annual account Sept. 30th, 1879.....	\$22,134.91	Bridge Nos. 1, 2 and 3, wages and repairs, &c.,
Steam Pile Driver,		1,127.76
Steamer Estelle	" " "	118.69
Tolls refunded on tonnage of vessels, &c.		148.80
Virginia and North Carolina—anal—dredging, removing shoals and logs; also cost of derrick, wages on dredge and derrick, repairs and fuel, wages of laborers on Canal and cost of material used, &c.,		942.97
Staking Biscayne Flats		18,498.22
Rent of office, books, stationery, printing, and other expenses given in detail in quarterly accounts, repairs, and material for wharf at Locks, &c.,		2,367.09
Locks—attendance, repairs, and material for wharf at Locks, &c.,		1,853.07
Traveling and law expenses, including expenses in Washington City, and New York, office rent, printing, maps, &c.,		5,455.36
Telephone Line—construction of line to Compojek, N.C., including repairing, rafts at Locks to Locks, &c.,		2,470.17
Norfolk county tax for 1879		1,142.48
Crittuck county, N.C. tax for 1879		87.89
Excavating and Grading Machine paid on acct. of plans, &c.,		420.50
Union Trust Company of New York remitted to pay Coupons due Jan. 1, 1880, \$14,000, remitted to pay Coupons due July 1, 1880, \$14,000, \$28,000.00 North Carolina State Bonds—paid on account of purchase of \$100,000 in said Bonds to exchange for Canal stock with State of North Carolina, including interest and other expenses, &c.,		500.00
Salaries—President, Auditor, Collector, Treasurer and Clerk		12,081.66
First Mortgage Bonds A. & C. C. Company purchased		8,349.99
Dismal Swamp Canal Bonds, purchased \$18,000 in Bonds		5,000.00
Balance.....		9,000.00
		12,720.70
		<u><u>\$110,513.17</u></u>
Balance Sept. 30, 1880.....	\$12,720.70	<u><u>\$110,513.17</u></u>

B. F. TEBAULT, *Treasurer.*

OFFICE A. & C. CANAL CO., NORFOLK, VA., 30th September, 1880.

AUDITOR'S REPORT.

To the Directors of the Albemarle and Chesapeake Canal Company:

GENTLEMEN—I beg respectfully to report that after a minute and detailed examination of the receipts and expenditures of the Company for the fiscal year ending September 30, 1880, as presented by B. F. Tebault, the Treasurer, I find them in all respects correct.

Respectfully submitted,

ARCH'D C. POWELL, *Auditor.*

NORFOLK, VA., October 28, 1880.

ANNUAL STATEMENT.

*Tolls on the Albemarle and Chesapeake Canal for the fiscal year ending
30th September, 1880.*

Year.	Month.	Tolls North	Tolls South.	Total Tolls.
1879	October.....	\$ 5,429 19	\$ 1,381 06	\$ 6,810 25
	" November.....	5,321 78	1,035 86	6,357 64
	" December.....	5,948 07	1,034 87	6,982 94
1880	January.....	5,743 19	1,246 99	6,990 18
"	February.....	5,706 09	1,639 97	7,346 06
"	March	5,266 24	2,129 47	7,395 71
"	April	5,602 56	1,416 55	7,019 11
"	May	6,876 61	874 06	7,750 67
"	June.....	6,499 06	886 00	7,385 06
"	July	7,522 41	1,195 02	8,717 43
"	August.....	6,526 28	1,014 10	7,540 38
"	September.....	4,875 28	968 28	5,843 56
		\$ 71,316 76	\$ 14,822 23	\$ 86,138 99

RECAPITULATION.

Total receipts for fiscal year ending 30th Sept., 1880.....	\$86,138 99
Total receipts for fiscal year ending 30th Sept., 1879.....	74,067 74
Excess in favor of fiscal year ending 30th September, 1880.....	\$12,071 25

OFFICE A. & C. CANAL CO., NORFOLK, VA., 30th Sept., 1880.

INWARD RECEIPTS NORTH of Lehigh Items of Produce through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1880.

OFFICE ALBEMARLE & CHESAPEAKE CANAL CO., NORFOLK, VA. 30th September, 1880.

*OUTWARD SHIPMENTS SOUTH of Produce through the Albemarle and Chesapeake Canal for the fiscal year
ending 30th September, 1880.*

Year.	Month	Buckets Bread.	Buckets Beef & Pork.	Buckets Molasses.	Buckets Sifters.	Buckets Sugar.	Cases Coffees.	Cases Hams and Shoes.	Boxes Soap and Candles.	Boxes Tobacco.	Dry Goods—Cubric Fleet.	Hardware—Cubric Fleet.	Kegs Nails.	Crates of Lime.	Casks of Oyster Shells.	Pounds Iron.	Tons Guano.	Tons Ice.	Tons Salt.	Barrels Oil.	Bushels Salt.	Tons Coal.	Passenger's.						
1879	October.	156	2,417	37	4,239	78	570	316	541	450	1189	2,113	457	16,343	610	288	16	453	9,585	27,390	39	286	1,322	278	178	213			
"	Novem'r	189	1,585	18	2,854	79	306	329	225	228	698	1,521	463	11,367	210	194	32	232	1,850	14,290	42	51	438	1,721	150	224	162	190	
"	Deem'r	172	1,332	48	3,556	80	157	245	346	292	900	2,466	391	16,023	210	203	10	124	13,140	101,950	6	21	441	2,689	187	248	162	187	
1880	January.	70	2,189	47	3,774	80	402	289	470	328	507	1,763	666	14,191	485	272	8	95	30,156	74,000	293	55	588	862	25	396	2,240	275	216
"	Febr'y	107	2,303	32	4,940	331	461	383	417	398	617	2,323	531	16,160	520	205	24	247	25,250	33,500	1,841	1232	467	280	1,200	263	2,910	111	138
"	March..	210	2,238	32	5,333	145	521	250	519	398	751	2,691	490	16,757	... ... ...	248	42	117	9,100	13,875	2,308	516	1,001	1,235	13,110	124	1,680	154	168
"	April...	87	1,320	32	5,040	226	415	94	339	295	360	2,323	495	15,923	...	117	16	78	11,117	17,400	925	1094	1,494	978	3,100	138	2,400	261	142
"	May....	165	1,470	34	4,548	231	322	134	314	294	364	1,851	368	12,415	111	169	23	75	2,625	27,343	78	19	1,498	273	...	200	178	134	
"	June....	102	1,124	36	3,902	140	319	138	337	135	302	1,460	279	6,177	...	262	9	71	...	20,400	4	50	769	54	...	95	399	140	
"	July....	252	1,577	41	3,811	92	243	173	260	232	4,525	437	5,635	...	486	11	222	...	7,800	...	23	457	44	...	100	...	269	203	
"	Augst..	120	1,608	16	3,746	85	246	144	326	280	739	1,080	201	8,480	...	744	9	389	...	19,323	3	130	552	67	...	87	271	188	
"	Septem'r	344	2,446	67	7,084	251	537	384	883	672	1,257	3,456	635	19,971	110	1,397	73	408	...	44,240	...	10	286	611	...	197	1,800	150	189
		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
		198	21,504	449	53,587	173	4390	5879	5177	4011	5035	24,503	5633	150,742	2356	4585	273	2413	102,823	331,231	5,439	3231	8,204	10,136	27,772	2340	11,030	2,490	2108

OFFICE A. & C. CANAL CO., NORFOLK, VA., 30th September, 1880

NUMBER AND CLASS OF VESSELS Passed Through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1880.

Year.	Month.	Steamers.	Schooners.	Sloops.	Barges.	Lighters.	Bouts.	Rafts.	Total.
1879	October	253	77	25	40	37	17	15	464
	November.....	262	85	38	32	51	8	14	490
	December.....	271	110	35	58	56	4	14	548
1880	January.....	258	157	38	42	70	19	11	595
"	February.....	253	129	30	40	52	4	16	504
"	March.....	294	115	21	46	41	15	14	546
"	April.....	284	132	18	44	53	5	21	557
"	May.....	266	140	24	51	59	12	24	577
"	June.....	297	105	21	45	38	11	22	539
"	July	295	267	101	37	55	211	20	966
"	August.....	250	135	27	27	33	45	23	540
"	September.....	266	85	14	34	25	10	14	448
		3209	1537	392	496	570	362	208	6774
	North.....	1617	773	196	252	280	180	208	3506
	South.....	1592	764	196	244	290	182	.....	3268
	Total.....	3209	1537	392	496	570	362	208	6774

OFFICE A. & C. CANAL CO., NORFOLK, VA., 30th Sept., 1880.

*A GENERAL STATEMENT of Number and Class of Vessels
Passed Through the Albemarle and Chesapeake Canal for each fiscal
year ending 30th September, 1880.*

Year.	Steamers.	Schooners.	Sloops.	Barges.	Lighters.	Boats.	Rafts.	Total.
1860	116	393	29	67	248	136	10	999
1861	671	1139	74	153	300	179	8	2524
1862	453	192	88	69	275	188	..	1265
1863 ⁴	377	62	71	16	292	125	..	943
1864	953	24	15	124	96	174	5	1391
1865	1300	266	190	122	79	602	3	2562
1866	1062	739	302	256	338	921	18	3636
1867	1112	907	358	313	763	761	29	4243
1868	1093	944	442	381	778	1066	26	4730
1869	1093	752	398	297	950	1077	36	4603
1870	1487	859	437	167	911	486	35	4982
1871	1659	941	555	183	1030	483	49	4900
1872	1667	1070	523	158	752	553	85	4808
1873	2075	1380	592	225	886	469	152	5779
1874	2214	1607	654	338	937	411	122	6283
1875	2408	1837	722	340	697	425	73	6502
1876	2463	1719	720	292	639	260	113	6206
1877	2376	1626	508	344	587	277	123	5841
1878	2627	1759	640	226	661	243	171	6327
1879	2798	1615	569	334	552	379	186	6433
1880	3209	1537	392	496	570	362	208	6774
	33,213	21,368	8279	4901	12,341	9577	1452	91,131

OFFICE A. & C. CANAL CO., NORFOLK, VA., 30th Sept., 1880.

LIST OF STEAMERS (With Tonnage) Passed Through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1880.

NAME.	TONNAGE.	NAME.	TONNAGE.
Astoria.....	210	Keystone (Tug).....	24
Alice M.....	27	Lumberman.....	14
Alida (Tug).....	17	Louisa.....	280
Bell Virginia.....	29	Lota.....	166
Ben Minder.....	159	Lucy.....	117
Bramble, U S.....	16	Lynhaven.....	90
Bonita.....	85	L G Cannon.....	195
Champion.....	48	M E Roberts.....	121
Commerce	227	Mollie Wentz.....	19
Currituck.....	92	Mignon.....	77
Chowan.....	33	Mary C.....	248
Col Wm P Craighill.....	17	Nellie Pryor.....	24
Chas Hemge.....	123	A S Neilson.....	110
Cygnets	94	N W A Cobb.....	26
Croatan.....	22	Newbern.....	457
Defiance.....	540	Ocean Gem.....	62
Dixie, U S.....	16	Oriole.....	286
Endeavor, U S.....	105	Oliver A. Arnold.....	47
Estelle.....	10	Pamlico	352
Emily.....	25	Potomac.....	75
Experiment.....	396	Pulaski	15
E A Fairchilds.....	104	Rotary	187
Enterprise.....	60	R T Winters.....	25
E. B. Lane.....	22	Silver Wave.....	68
G H Stout.....	346	Spring Garden.....	24
G W Wright.....	126	Sidney A. Wright.....	59
G. W. Roper.....	40	Storm Signal.....	46
Gypsey.....	67	Tredegar	30
Harbinger.....	76	Tuckahoe.....	155
Heliotrope, U S.....	200	Tulip, U S.....	182
Hygeia.....	24	Uncle Knapp.....	220
Helen Smith.....	66	Virginia	30
I D Coleman.....	96	Vesta	219
Ida.....	31	Water Witch.....	6
Juniper.....	23	W F Taylor.....	30
J T Scrivner.....	87	Wm Newman.....	97
John S Ide.....	212	W H Armatage.....	9
Keystone	117	Wm. Gates.....	44

Total, 76.

OFFICE A. & C. CANAL Co., NORFOLK, VA , 30th Sept. 1880

NOTICE.

Owners and Masters of Steamers and other vessels in Northern
Ports desiring to go South by the

INLAND ROUTE,

AVOIDING HATTERAS AND THE DANGEROUS COAST OF

NORTH CAROLINA,

Will be furnished with Pilots and full information by applying in person or by letter to the undersigned. They should be careful to give a description of the vessel, particularly the length, breadth of beam, draft of water and tonnage.

Steamers leaving Norfolk in the morning sometimes reach Hatteras and Ocracoke Inlet the same evening, and Beaufort, N. C., in 24 hours Address,

MARSHALL PARKS, President,

NORFOLK, VA.

ALBEMARLE & CHESAPEAKE CANAL.

NO TOW PATH--STEAM EXCLUSIVELY for TOWING & TRANSPORTATION

ONLY ONE LOCK--220 ft. long, 40 ft. wide.

**NEW YORK TO PHILADELPHIA, BALTIMORE, NORFOLK AND NORTH CAROLINA,
BY CANALS AND INLAND NAVIGATION.**

LOCKS, 220 ft. long, 24 ft. wide.

All Draw Bridges--No Obstruction to Masted Vessels.